THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

Cecil A. Mills
Harbor Tug Office
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VOL. IX NO. 24. CLEVELAND. O., JUNE 16, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The steamer Robert Wallace has completed her drydock repairs, and has come out for finishing touches,

The trouble at the docks between the railroad men and the ore handlers still continues. It is to be hoped that it will soon blow over so that the ore trade will be untrammeled.

The steamer George T. Hope, Captain Fick, is making remarkable time this season. She is engineered by John Smith. Leaving Ashland at 3 a. m. on the 11th she arrived at Fairport at 8 a. m. on the 14th, making the run, against a head wind all the way, in 73 hours.

The steamyacht Peerless and the tugs John Gregory and Dudley were in drydock. The Peerless and Gregory to get new wheels and the Dudley to be generally overhauled. The Dudley has been sold, the purchasers being Captain Somerville, J. Hutchinson, J. Archer, W. Wright, H. Henderson, Captain Green, H. Johnson T. Sloan, Benham and F. & J. H. Palmer.

The little propeller Good Hit, so well known in this port, was burned off Grosse Isle Saturday afternoon. She was bound from the Islands to Detroit with lime. The boat is said to be a total loss. She was recently bought by the Kelley's island lime company of this city. She was built in 1880 at Henderson by Reed, was 69 tons burden, rated A2½ and valued at $6,000.

Meteorological summary for the week ending June 15:

Mean barometer	30 07
Mean temperature	69 5
Mean humidity	70.6
Total precipitation, inch	.38
Prevailing direction of wind	E.
Total wind movement	1440
Av. cloudiness	3.7
Av. state of weather	Fair.
Max. temperature, highest	80.1
Min temperature, lowest	54.1

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

A reported advance in rates on coal out of Buffalo caused a firmer feeling in coal freights here, but no improvement is noted in charters reported. The Escanaba rate on ore is easier on account of weakness in grain at Chicago. Lake Superior rates are no less firm. Charters are: Schooners Mont Blanc and Montgomery, ore, Escanaba to Ohio ports, $1.60; schooner H. C. Richards, coal, Erie to Milwaukee, 90 cents; schooner C.H. Burton, coal, Ashtabula to Milwaukee, 85 cents.

George Berriman, on Tuesday, sold to Captain David Vance, representing the Milwaukee Steamship Co., the boat being built for him at Wm. Radcliffe's yard in this city. The consideration is $120,000. The new boat is 257 feet keel, 272 feet over all, 39 feet beam and 21 feet hold. She will not be finished until late in the season. This boat is a little larger than the Wiley M. Eagan, recently purchased from the same man and for which $125,000 was paid. The difference is caused by the Eagan being out a full season before this boat.

The Bradley transportation company and others have filed a libel in the United States district court against the Western Transit company of New York for $34,827.50 damages by collision between the defendant's steamer Arabia and the libelants' schooner S. J. Tilden, October 23, 1886, near Port Huron. The petition says the Tilden was at anchor waiting for the J. S. Fay to tow her to Cleveland. Shortly before midnight as the schooner was about to be taken in tow by the Fay the propeller Arabia, bound up, ran into the Tilden, striking her on the starboard side with such force as to crush through her keel and sink her immediately. The value of the Tilden, which was a total loss, is set at $29,000. The Cleveland iron mining company, which owned the cargo of iron ore, claims $3,037.50. The libelants also claim $1,890 for freight, which would have been received on delivery of the cargo. A warrant of arrest and attachment was issued on this libel under which Deputy United States Marshal George Wyman attached the steamer Empire State as the property of the defendant. A bond in $50,000 was at once given by H. M. Hanna, M. A. Hanna and L. C. Hanna, and the steamer was released from custody.

SAND BEACH.

Special to the Marine Record.

The tug Frank Perew and barges W. P. Thew and Atlantis occupied berths at the pier the fore part of this week because of the foggy weather.

Thursday the tugs Nellie Reid and Houghton, of Montreal, sheltered here with eight lighters loaded with tools and supplies, for Contractor Reid, who is about to commence work on the bridge at the Sault. The tug Houghton had a new shaft-coupling made while here.

Friday and Saturday the yacht Vera, from Buffalo, with a party of pleasure seekers, en route to Lake Superior, was in for shelter.

Captain J. G. Kiah, superintendent of the 10th district life-saving stations, made a tour of inspection of the stations in his district, going on the cutter W. P. Fessenden as far as the head of Lake Huron.

LUFF.

MARQUETTE.

The shipments of iron ore from the mines of Lake Superior for the season, up to Wednesday, June 8, aggregated 712,599 gross tons. At the corresponding date last year there had been 627,468 tons sent forward by lake, the gain for the current season being 85,131 tons. By ranges, the shipments show up as follows: Marquette, 323,897 gross tons; Menominee 206,168 tons; Gogebic, 142,600 tons; Vermillion, 39,924. By ports, the figures show a loss of 37,688 tons in the shipment from Marquette, compared with last year; a gain of 67,542 tons from Escanaba, 4,872 from St. Ignace, 46,520 from Ashland and 3,885 from Two Harbors.

SAULT STE. MARIE.

The schooner Kate Winslow, in tow of the steambarge Business, struck on the Canadian side of the Sault river at the Sailors Encampment' Sunday, knocking a hole into her starboard bow. As the vessel made three feet of water inside of twenty minutes Captain Henderson deemed it necessary to beach her at the foot of Little Mud Lake on the American side. It is thought that on raising her a diver can repair her to either proceed on her voyage, or to tow to a drydock. She is loaded with 1,300 tons of coal from Toledo, consigned to West Superior.

A collision occurred Saturday morning at the foot of Lake George Flats. The steambarge W. H. Gratwick, towing the schooner Scotia, was run into by the latter, receiving serious damage te her cabin and bulwarks aft. The jibboom, bowsprit, and headgear of the Scotia were carried away, and her foresail and bulwarks suffered also.

The great rush of upbound craft caused a delay to a large number of vessels. The locks are being worked to their utmost capacity. The water in the canal is so low that all vessels drawing over 14½ feet struck ground.

ASHTABULA.

The Record says Saturday night a dock hand on the Lake Shore side noticed a strange object floating under the stern of the steamer Progress, and secured it. Examination proved it to be a bottle of dynamite, with a fuse attached. How it came there and for what purpose is a profound mystery.

The new steel steamship Cambria came in on her first trip, with about 2,400 tons of ore on board. She is an elegant looking boat, both inside and out. She has seven hatches, and will be unloaded at the new machines, in the A. & P. slip, which were built especially for her and her companion boat now being built. The machines are expected to take out 2,500 tons in ten hours.

DETROIT.

Special to the Marine Record.

Captain A. H. Mills is negotiating for the purchase of the tug American Eagle, of Cleveland.

The schooner John O'Neil, which ran aground Sunday night about 10 o'clock when nearly opposite Point Edwards, St. Clair river, had not been released up to 11 o'clock to-night, although the tug Porter had been working at her all day. She is in no particular danger although leaking some.

The tug Shoo Fly, of A. H. Mills' line, has been dragging for the sunken tug Oswego, of Grummond's line.

The new steambarge F. W. Wheeler, recently launched at Bay City, has been placed in drydock here to have the damage to her stern, sustained at the time of launching, repaired. The damage is much more serious than at first thought. Her stern post and keel are broken and the stern badly damaged all over. She will probably be released from the dock on Friday.

The schooner M. I. Downing, formerly the Mary Copley, left for Lake Erie, loaded with wheat, in tow of the tug Dave and Mose.

The Detroit Drydock Co. have in their upper yard, ships Nos. 80, 83, and 85. No. 80 is all in frame, and partly planked; 83 is frame, and on 85 the keel is laid. In the Springwell's yard, ship 82 is well on toward completion. At Wyandotte the large steel steamship, for the Northern Transit line, is being rapidly put together.

John Oades & Son expect to launch a fine steambarge in a short time. She is not so large as the boats building by the Drydock Co., but she is very well and strongly put together.

Captain Andrew Mills, Jr., of the A. H. Mills' tug line, is preparing for an excursion to Slocum's island on the 4th of July, on the steamer Julia Miner. He would like to have all his friends turn out, as the round trip for single persons is only 40c, and 75c a couple. There will be music and refreshments on board. The boat will leave the foot of Bates street at 9 a. m., and return at 9 p. m. Tickets can be had at any time at A. H. Mills' tug office, No. 8 Woodward avenue.

The new steambarge Louisiana, built at St. Clair and finished here, left for an Ohio port Sunday to load coal.

The new steambarge Roumania, built by Davidson, Bay City, engined by the Hodge Works, of this city, and owned by Captain James Corrigan, of Cleveland, made the run from Fort Gratiot light to Detour in twenty hours and forty minutes, on her last trip up. This is remarkably good time for a new boat.

The city has closed a contract with the Brush Electric Light Co. to light Belle Isle by electricity. The island is to be lighted by towers the same as the city. Mariners have always complained of the lights in the city, and when they have several towers right in front of them on the island they will have more cause than ever for complaint.

Captain Jos. Moisan, formerly master of the tug Shoo Fly, has left the J. S. Miner to return to the former tug.

Captain A. H. Mills and family will cruise on the upper lakes for about a week on the yacht Fred Wolf. It is hoped by his marine friends that it will improve his health. He started Tuesday noon, June 14.

The old side-wheeler Keweenaw has been made into a lumber barge. She was sold a few days ago to Thomas Nester, the Detroit lumber man, who will put her behind the steambarge J. E. Potts. She makes a very fine barge, and will probably do good service in the lumber trade.

The steamship Susquehanna stopped at this port last evening on her way up. One of the Lake Superior transit boats was lying at the wharf when she came in, so she made fast to her, but instead of having her lines made fast on deck, she being so much higher than the other, she had to tie them to her arches.

ACQUA.

CHICAGO.

Special to the Marine Record.

The schooner J. H. Mead, Captain James Donegan, arrived at this port on the 9th inst. laden with cedar ties from Providence Bay, Manitoulin Island, Ontario Canada. She was badly broken up, having been in collision with the barge Masten, in tow of the steambarge Keystone, Sunday June 5th, at 9:30 p. m. about 20 miles west of Duck Island, Lake Huron. Immediately her cargo was taken off, she went to Miller Brothers shipyard and was placed in drydock and has received a new stem, some new stanchions, stringers, bulwarks and rail, new catheads, bowsprit and jibboom and is looking good again. The weather was very thick at the time of the collision.

At Miller Brothers shipyard, the propeller Inter Ocean, was in dock and had her wheel fastened and a new wale strake; the schooner Driver, had a leak stopped; the schooner J. H. Mead, received a new stem, some new stanchions, stringers, bulwarks and rail, two new catheads, bowsprit and jibboom; the schooner Restless, was in dock for recalking; the tug Satisfaction, to have her shoe repaired; the steambarge Emma E. Thompson, for a new shoe; the schooner Naiad, for a new bow and extensive repairs; the schooner Sunrise, for repairs to her bottom; the schooner Commerce received a new topmast.

At the Chicago drydock, which is still being run in good shape on the west side by the two Jims, Mowatt and Bates, the schooner Sam Flint, was in for bottom calking; the tug T. T. Morford, to have a line taken out of her wheel; the schooner H. H. Badger, to have a leak stopped; the schooner Ellen Williams, received some new stanchions, bulwarks and covering board, two catheads, hawse chocks and sprit sail yard; the steambarge Erin, received considerable repairs to her cabin; the barges Angus Smith and Favorite had their centerboards calked; the schooner Linerla, received a new jibboom; the barge Brightie, is receiving about 40 new stanchions and some new stringers and rail on her starboard side.

The schooner Sunrise, Captain P. Conners, which went ashore last Thursday, at Wilmette about sixteen miles north of Chicago, was released by the Dunham Towing and Wrecking Company's tugs Morford and Thielcke and towed to this port by the tug O. B. Green, arriving last Sunday about 9 p. m. The Morford and Thielcke, both got a line in their wheel and the O. B. Green, towed them home with the Sunrise. The Sunrise was coal laden from Buffalo and will be placed in drydock as soon as she is unloaded.

The fine steamship Wyoming recently built by the Robert Mills drydock company, Buffalo, arrived here on her first trip, last Friday, morning. She wears the garb of the Western Transit Company, who have hired her, and she is a truly noble, handsome substantial looking steamship. A full description was given of her dimensions etc. in a number of the MARINE RECORD, last February when she was on the stocks.

Grain freights were active on Monday and Tuesday at 5¼ cents on wheat and 5 cents on corn to Buffalo; then a panic took place among the gamblers, and freights were entirely knocked out.

A reporter of the Tribune was sent along on Monday last to watch the turning of Clark street bridge, and found that the bridge-tender favored the vessel men by allowing vessels to go through the bridge oftener than the ten minutes ordinance allowed, and the Tribune advised that the man's head be cut off. Vessels arrive irregularly, not being under control, like railroad cars, and it is a necessity that the vessels should go to their docks to unload on their

[*Continued on 5th page.*]

SCENES ON A MAN-OF-WAR IN A HURRICANE.

BY C. M. FLYNN.

NO. VII.

Among the most vivid descriptions of a hurricane at sea is one given by Lieutenant Archer, in a letter to his mother. He was on board of his majesty's ship Phœnix, in a hurricane in the West Indies, in the year 1780. This ship was lost, together with twelve others, comprising the British fleet on that station. The narrative is so powerful that the reader seems almost transported to the decks of the Phœnix,and to be an eye-witness of the awful events which are transpiring on the occasion. Lieutenant Archer says:

"It happened to be my middle watch, and about 3 o'clcok, when the man upon the forecastle bawled out:

"Breakers ahead, and land upon the lee bow."

"Ready about; put the helm down; helm a lee."

Sir Hyde Parker, hearing me put the ship about, jumped upon deck, saying:

"Archer, what's the matter? You are putting the ship about without my order."

"Sir, 'tis time to go about; the ship is almost ashore; there is the land."

"Good God! So it is. Will the ship stay?"

"Yes, sir, I believe she will if we don't make any confusion; she is all aback forward now."

"Well," said he, "work the ship; I will not speak a single word."

The ship stayed very well.

"Then heave the lead; see what water we have."

"Three fathoms."

"Keep the ship away, W.N.W."

"By the mark three."

"This won't do, Archer."

"No, sir; we had better haul more to the northward; we came S.S.E., and had better steer N.N.W.

"Steady, and a quarter three."

"This may do, as we deepen a little."

"By the deep, four."

"Very well, my lad; heave quick"

"Five fathoms."

"That's a fine fellow; another cast nimbly!"

"Quarter less eight."

"That will do. Come, we shall get clear by and by."

"Mark under water, five."

"What's that?"

"Only five fathoms, sir."

"Turn all hands up; bring the ship to an anchor, boys. Are the anchors clear?"

"In a moment--all clear."

"What water have you in the chains now?"

"Eight, half nine."

"Keep fast the anchors until I call you."

"Aye, aye, sir; all fast."

"How many fathoms have you out? Pass along the deep-sea line."

"Aye, aye, sir."

"Heave away—Watch; watch. Bear away, veer away!"

"No ground, sir, with a hundred fathoms."

"That's clever. Come, Madam Phœnix, there is another squeak in you yet. All down but the watch; secure the anchors again; heave the main topsail to the mast; luff, and bring her to the wind. I told you, madam, you should have a little sea jargon; if you can understand half of what is already said I wonder at it, though it is nothing to what is to come yet, when the old hurricane begins."

As soon as the ship was a little to rights, and all quiet again, Sir Hyde came to me in the most friendly manner, the tears almost starting from his eyes, and said:

"Archer, we ought all to be much obliged to you for the safety of the ship, and, perhaps, of ourselves. I am particularly so; nothing but that instantaneous presence of mind and calmness saved her; another ship's length and we should have been fast on shore; had you been the least diffident, or made the least confusion, so as to make the ship haulk in her stays, she must have been inevitably lost."

"Sir, you are very good, but I have done nothing that I suppose anybody else would not have done in the same situation. I did not turn all the hands up, knowing the watch to be able to work the ship; besides, had it spread immediately about the ship that she was almost ashore, it might have created a confusion that was better avoided."

"Well," said he, "'tis well, indeed."

At daylight we found that the current had set us between the Colladora rocks and Cape Antonia, and that we could not have got any other way than we did. There was a chance, but Providence is the best pilot. We had sunset that day, twenty leagues to the southeast of our reckoning by the current. After getting clear of this scrape we thought ourselves fortunate, and made sail for Jamaica; but misfortune seemed to follow misfortune. The next night, my watch upon deck, too, we were overtaken by a squall, like a hurricane while it lasted; for, though I saw it coming, and prepared for it, yet when it took the ship it roared and laid her down so that I thought she would never get up again. However, by keeping her away and clewing up everything she righted. The remainder of the night we had very heavy squalls, and in the morning found the mainmast sprung half way through; one hundred and twenty-three leagues to the leeward of Jamaica, the hurricane months coming on, the head of the mainmast almost off, and at a short allowance; well, we must make the best of it.

The mainmast was well finished, but we were obliged to be very tender of carrying the sail. Nothing remarkable happened for ten days afterward, when we chased a Yankee man-of-war for six hours, but could not get near enough to her, before it was dark, to keep sight of her; so that we lost her because unable to carry any sail on the main mast. In about twelve days more we made the island of Jamaica, having weathered all the squalls, and put into Montego Bay for water, so that we had a strong party for kicking up a dust on shore, having found three men-of-war lying there. Dancing, etc., till 2 o'clock every morning, little thinking what was to happen in four days' time; for out of the four men-of-war that were there, not one was in being at the end of that time, and not a soul alive but those of our crew. Many of the houses where we had been so merry were so completely destroyed that scarcely a vestige remained to mark where they stood.

September the 30th, we weighed anchor, bound for Port Royal, round the eastward of the island; the Barbadoes and Victor had sailed the day before, and the Scarborough was to sail the next. Moderate weather until October the 2d. Spoke to the Barbadoes, off Port Antonio, in the evening. At 11 at night it began to snuffle, with a monstrous heavy bill from the eastward. Close-reefed the topsails. Sir Hyde sent for me.

"What sort of weather have we, Archer?"

"It blows a little, and has a very ugly look; if in any other quarter than this I should say we were going to have a gale of wind."

'Aye, it looks so very often here when there is no wind at all, however, don't hoist the topsails till it clears a little; there is no trusting any country."

At 12 o'clock I was relieved. The weather had the same rough look. However, they made sail upon her, but had a very dirty night. At 8 o'clock in the morning I came up again; found it blowing hard from the E.N.E., with close-reefed topsails upon the ship, and heavy squalls at times. Sir Hyde coming upon deck, said:

"Well, Archer, what do you think of it?"

"Oh, sir, 'tis only a touch of the times; we shall have an observation at 12 o'clock. The clouds are beginning to break; it will clear up at noon or else blow harder afterward."

"I wish it would clear up, but I doubt it much. I was once in a hurricane in the East Indies, and the beginning of it had much the same appearance as this. So, take in the topsails, we have plenty of sea room."

At 12 o'clock the gale still increasing; rove the ship, to keep as near mid-channel, between Jamaica and Cuba as possible; at 1 o'clock the gale increasing still. At 2, harder; reefed the courses and furled them; brought to, under a foul mizzen-staysail, head to the northward.

In the evening no sign of the weather taking off, but every appearance of the storm increasing; prepared for a proper gale of wind; secured all the sails with spare gaskets; good rolling tackles upon the yards; squared the booms; saw the boats all made fast; new lashed the guns: double breeched the lower deckers; saw that the carpenters had the tarpaulins and batins all ready for hatchways; got the top-gallant-mast down upon the deck; jibboom and sprit sailyard fore and aft; in fact, everything we could think of to make a snug ship. The poor devils of birds now began to find the uproar in the elements, for numbers, both of sea and land kinds, came on board of us. I took notice of some, which happening to be to leeward, turned to windward like ship, tack and tack, for they could not fly against it. When they came over the ship they dashed themselves down upon the deck, without attempting to stir till picked up; and when let go again, they would not leave the ship, but endeavored to hide themselves from the wind.

[*To be Continued.*]

NAVIGATION LAWS OF THE UNITED STATES.

CHAP. 106.—An act to amend the act entitled "An act relating to the enrollment and license of certain vessels."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of the act relating to the enrollment and license of vessels navigating the western rivers and the waters on the northern, northeastern, and northwestern frontiers of the United States, otherwise than by sea, approved February 28, 1865 are hereby extended to include all vessels of the United States navigating the waters of the United States.

Approved, April 17, 1874.

CHAP. 110.—An act to amend the act entitled "An act for enrolling and licensing ships or vessels to be employed in the coasting trade and fisheries, and for regulating the same," passed February 18,1793.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act to which this is a supplement shall not be so construed as to extend the provisions of the said act to canal boats or boats employed on the internal waters or canals of any state; all such boats, excepting only such as are provided with sails or propelling machinery of their own adapted to lake or coastwise navigation and excepting such as are employed in trade with the Canadas, shall be exempt from the provisions of the said act, and from the payment of all customs and other fees under any act of Congress.

Approved, April 18, 1874.

CHAP. 467.—An act to authorize the use of gilt letters for the names of vessels.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section three of the act entitled "An act concerning the registering and recording of ships and vessels," approved December 31, 1792, is hereby so amended as to allow the name of any vessel to be painted upon her stern in yellow or gilt letters.

Approved, June 23, 1874.

CHAP. 54.—An act relating to vessels not propelled by sale or internal motive power of their own and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of title fifty of the Revised Statutes of the United States shall not be so construed as to require the payment of any fee or charge for the enrolling or licensing of vessels, built in the United States and owned by citizens thereof, not propelled by sail or by internal motive power of their own, and not in any case carrying passengers, whether navigating the internal waters of a state or the navigable waters of the United States, and not engaged in trade with contiguous foreign territory, nor shall this or any existing law be construed to require the enrolling, registering or licensing of any flat boat, barge or like craft for the carriage of freight, not propelled by rail or internal motive power of its own on the rivers or lakes of the United States.

Approved, June 30, 1879.

CHAP. 107.—An act to authorize the secretary of the treasury to change the name of vessels under certain circumstances.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the secretary of the treasury be, and hereby is, authorized to permit the owner or owners of any vessel duly enrolled and found seaworthy and free from debt to change the name of the same when in his opinion there shall be sufficient cause for so doing.

Sec. 2. That the secretary of the treasury shall establish such rules and regulations and procure such evidence as to the age, condition, where built, and pecuniary liability of the vessel as he may deem necessary to prevent injury to public or private interests; and when permission is granted by the secretary he shall cause the order for the change of name to be published at least in four issues in some daily or weekly paper at the place of register; and the cost of procuring evidence and advertising the change of name to be paid by the person or persons desiring such change of name.

Approved, March 1, 1881.

*A majority in interest of the owners may appoint or remove the master of a vessel. A change of master of a vessel must be reported to the collector of customs, and an oath of citizenship be taken by a new master, and an indorsement of the change made upon the register.

Change of master: Any person or body corporate having more than one-half owner ship of any vessel shall have the same power to remove a master who is also part owner of such vessel as such majority of owners have to remove a master who is not an owner. This section not to apply where there is a valid written agreement subsisting by virtue of which such master would be entitled to possession nor in case where a master has possession as part owner, obtained before the 19th day of April, 1872, (Sec, 4250.)

Change of master abroad: "Cases have occurred in which consular officers have, with the subsequent approval of the department of state, removed masters of vessels and appointed others in their places to complete the voyage. The exercise of this extreme power has been deemed to be justified by the gross incompetency of the master, endangering the lives of the passengers and crew; his misconduct, or collusion with others to the serious injury of the owners or insurers; or when he has been guilty of flagrant tyranny toward the passengers or crew. In other instances the insanity or permanently disabling illness of the master has called for his removal. The gravity of the proceedings will suggest to the consular officer that they should be taken only after careful deliberation and for good and sufficient cause, and that they should be promptly and fully reported to the department." (Regulations for the consular service, 1881, § 214.)

†No canal boat without masts or steam power, which is required to be registered, licensed, or enrolled and licensed, shall be subject to be libeled in any of the United States courts for the wages of any person who may be employed on board thereof, or in navigating the same. (Sec. 4251.)

A distressing accident happened on the steamer Alaska as she was entering Cleveland Sunday morning, resulting in the death of Mr. Frank Viney, first mate. Just after passing the water works crib Mr. Viney, who was in charge, called the captain and prepared to turn in at 6:10. It is supposed that Viney lost his hold, in descending the ladder near the walking beam, and fell onto the crank shaft. His lifeless body was found at 6:30 o'clock by the engineer, when the boat was tied fast to the dock. Viney's head was crushed into a shapeless mass, and blood and hair were found on the crank shaft, indicating that the motion of the crank had pounded Viney to death. His left arm was broken in two places. Coroner West was no ified, and he sent the body to Heffron's undertaking rooms on Detroit street. Viney's wife and child were on the boat, and their grief was pitiable to witness. The remains were encased in a neat casket and taken to Detroit when the Alaska returned. Viney was well-known in Cleveland, having lived here while employed on the steamer Pearl.

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ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE, BARTOW AND GILCHRIST,

Ship Brokers and Agents,

No. 101 St. Clair Street, Room 15.
CLEVELAND. - OHIO.

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk	.....	†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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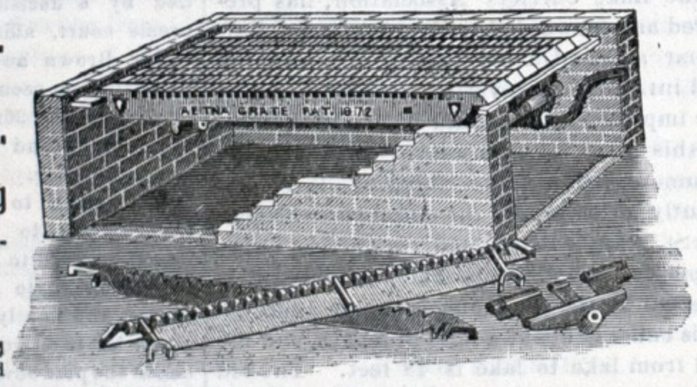

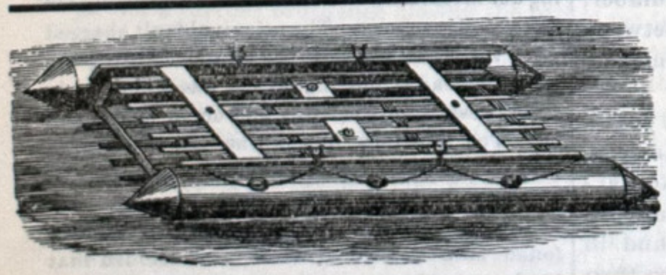

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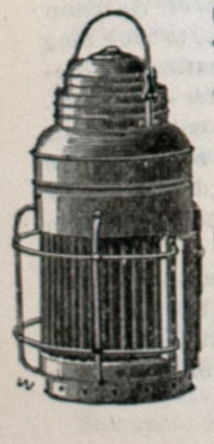

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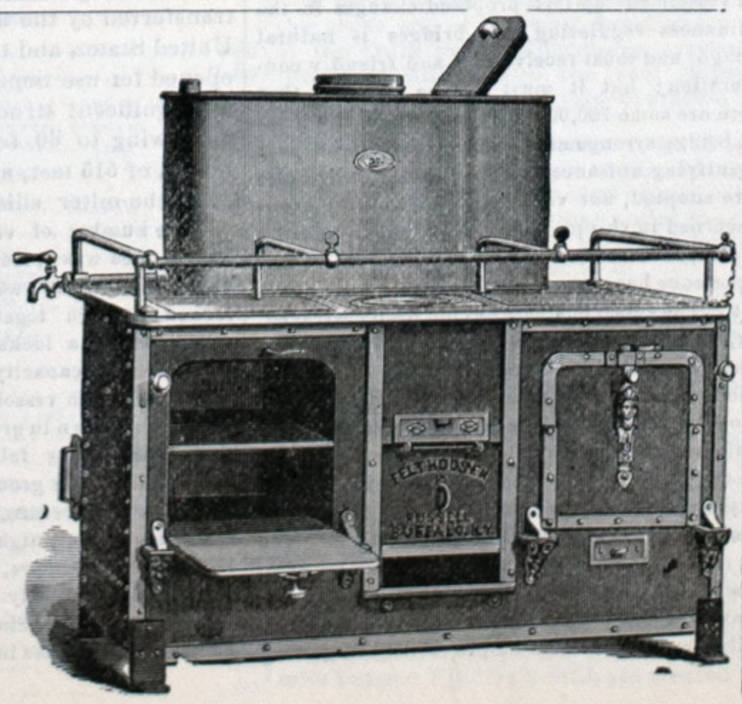

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

BRANCH OFFICE:
252 South Water Street, Chicago, Illinois.

A. A. POMEROY, EDITOR AND PROP'

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JUNE 16.

MAYOR ROCHE'S PUZZLE.

The vigor with which the Chicago Board of Trade, Coal exchange, Lumbermen's exchange, Lake Carriers' association, Vessel-owners' association, Tug-owners' association, dock and real estate interests, seamen's union, lumbermen's union, lumber-handlers' union, grain-trimmers' union, coal-shovelers' union, Tug-pilots' association, Tug-engineers' association, and other interests are taking the bridge problem in hand, has evidently led Mayor Roche to explain that he did not mean what he said and upheld in his communication to the Chicago council, but that he proposed something else. It is hardly possible that every one interested in the matter should have misconstrued Mr. Roche's words. In reply to the letter of the president of the Lake Carriers' Association, published in these columns last week, Mr. Roche says he is aware that the bridges must not be closed all day and he believes that the question can be settled to the satisfaction of all parties. "It was not my purpose," he says, "to present a definite plan, and make a schedule to govern the opening of the bridges during the day, but to call attention to the fact that keeping the bridges open from midnight until 6 a. m. would facilitate business. Open bridges and electric light ought to be considered an advantage by all who have at heart the commercial welfare of Chicago."

If Mayor Roche has not been misrepresented in the above quotation he does not seem to desire that the bridges be closed at all. What we understand by open bridges, and we believe all vessel men will agree, is that they are in position to permit the passage of vessels without detention. The mayor says that "keeping the bridges open from 6 o'clock until midnight would facilitate business." He also says that "open bridges and electric light ought to be considered an advantage by all who have at heart the commercial welfare of Chicago." This is doubtless true, and no one is disposed to find fault with this presentation, but it leaves every one in the dark as to what the views of the mayor are. If he wants the bridges closed eighteen hours in the day to accommodate the bridge traffic, and open twenty-four hours, and electric light, to accommodate the great commercial interests of Chicago, we can not see how he is going to manage. We are strong in the belief that the mayor's views are much of the Peter Funk character, and are not practicable. At all events the mayor has probably discovered that Chicago's business and commercial interests can not be directed by one man power and that he has got an unpopular bee in his bonnet. He probably did not expect to meet the opposition that has been developed on all sides, especially that of the great Chicago dailies. In commenting, editorially, on the bridge puzzle the Inter Ocean says:

"There are certain people who are so fretted over the occasional annoyance of being bridged that they would, if they could, destroy the Chicago river. Such people either know nothing or care nothing about the value of this great commercial highway to Chicago. They forget, or are so newly come among us that they do not know that this self-same despised river has done more to give Chicago a great name among commercial cities than any other one thing. They do not know, perhaps, that its commercial importance to Chicago has increased with the years, and that every day during the marine season a greater tonnage floats on it than on Boston bay, and that the daily marine arrivals and clearances through the river are greater than those of New York harbor. The supposition is that if the people who are making so much fuss about the bridge nuisance knew these things they would control their tempers somewhat, and learn to watch with pride the floating vessels which are Chicago's messengers to the markets of the world. The man who, to get rid of a little inconvenience, would dwarf the city's business and damage his fellow citizens millions of dollars, is unworthy of citizenship in the great commercial metropolis Chicago is, and the greater one she is to be in the future.

"Absurd is the proposition to close the river to vessels eighteen out of twenty-four hours and compel them all to enter and depart between 12 o'clock midnight and 6 o'clock a. m. That Mayor Roche could be induced to father such a plan is one of the wonders of the times."

In no less decisive terms the Chicago Times comments:

"As a matter of law, the Chicago river is a part of the navigable waters of the United States. As a matter of fact, the river has been used for navigation ever since the time when the only vessels floated upon it were Indian canoes. At this time the river remains, as it always has been, a most important factor in the combination of elements producing the commercial growth and prosperity of the city. Easily enough, it is true, most of the merchandise now taking the river and lake route to and from Chicgao might find other means of transportation, but it needs no gift of prophecy to foresee what would be the consequenc of an abandonment of our navigation facilities. In a month a gigantic railroad pool would assume absolute control of the city's commerce, and proceed to extract from it the last dollar it could pay and live. The present amount of receipts and shipments at and from Chicago by vessel offers no gauge wherewith to measure the commercial value of the lake and river. Railroad managers know that their exactions must be kept within reasonable limits, or fleets of steam and sail craft will at once come in and seize upon an immense proportion of the railway traffic. There is no possibility of monopoly pools in the vessel business. A few thousands of dollars will build and equip a schooner or steamer capable of carrying the load of a hundred cars, and there are no millions to be spent in right of way and tracks upon the lakes. Competition is thus always assured. No state or congressional enactment can be required to curb corporate rapacity while these conditions subsist.

"There might have been before this time a gradual shrinkage in the importance of the river's part in our commerce but for the fact that the beneficent purpose of the government in expending some millions for improvements has been baffled by the audacious seizure of the outer harbor by a greedy corporation. When this cormorant's grip is broken, as broken it ultimately must be, by condemnation, if it can not be by judicial annulment of the color of titles, a considerable portion of the river traffic may be transferred to public docks along the lake front; and it may then be possible to establish more stringent restrictions upon river navigation than would be practicable or tolerable now.

Yet, while vital commercial interests, broad enough to involve the general welfare of the city, imperatively demand that no obstruction be placed in the way of free river navigation save such as is necessary for the convenience of a vast and growing population, it is inevitable that the interests of hundreds of thousands of people who require more freedom of movement and traffic between the different sections of the city must be recognized. The clamor of the vesselmen against proposed changes in the ordinances regulating the bridges is natural enough, and must receive full and friendly consideration; but it must not be forgotten that there are some 700,000 people to whom the present bridge arrangements are a great and ever magnifying nuisance. When the existing rules were adopted, not very long ago, many persons concerned in shipping were confident these rules would prove intolerable and destructive. But experience has given valuable light on that subject. The vessel business has not been destroyed, nor, it is believed, more than slightly inconvenienced. The time has come for considering how much more may be conceded without grievous injury or real peril to the great interests involved in the river navigation. When the first violence of anger provoked among vesselmen by the mayor's decidedly unreasonable proposition subsides, calm, judicial consideration will be given the subject, and it will doubtless be found practicable to materially lengthen the time now allowed to land traffic with closed bridges and still reserve for vessels ample facility in getting up and down the river. The mayor seems to be a very "unanimous" sort of person, with slightly extravagant notions of his official importance, and horribly crude and unintelligent ideas about the practical parts of city government that are not directly connected with the distribution of offices; but he no doubt means well. A sensible compromise may surely be found between his wild fancy of a river blockade eighteen hours a day and the scarcely less wild obstructiveness of some of the more obstinate vesselmen."

That Mayor Roche will be driven from his position, assuming that he was originally reported in the true light, we do not doubt, as his ground is not tenable, either legally or by good sense if he has the "interest of the great city of Chicago at heart."

SAULT STE MARIE CONVENTION.

The most important meeting of commercial interests of the lakes will be the convention at Sault ste Marie, under the auspices of the Duluth board of trade. The object of the convention is to secure the speedy enlargement of the St. Mary's canal to conform to the requirements of the Lake Superior traffic, which is steadily growing beyond the facilities of the present canal to accommodate. The details of the meeting and the points to come under consideration are outlined in the following propositions:

1. To look over the works and learn by actual observation and investigation the exact state of affairs.

2. To give such expression of its views as the demands of the vast and rapidly increasing commerce of the lakes require.

3. To take steps to urge upon congress at its next session such prompt and decisive action as will insure the completion of the improvements at the earliest possible day, consistent with the perfection of the work. It has been proposed that the entire amount of the estimates be appropriated at the next session to avoid the danger of delay and to facilitate the rapid progress of the improvements.

We have heretofore had occasion to direct attention to the liberality of the Canadian parliament in appropriating funds for the construction of canals and other commercial improvements. That colony has just appropriated $1,000,000 for the construction of a canal at the Sault, on the Canadian side, and the money has been set aside in a lump for that purpose. The Canadians have had this improvement in mind but a short time, but recognizing the importance of the work as a commercial and military necessity they have, with usual policy, recognized it as a necessity, and gone to work promptly to provide for it. It is to be hoped that this action will be followed by the United States, and the sum asked, only $1,200,000, for the improvement of the canal on this side will be appropriated at the next session of congress. It is desirable that the entire sum may be provided at once so that the work can be pushed to completion as soon as possible.

With this object in view Secretary Almy, of the Lake Carriers' Association, has prepared and forwarded to Representative Farquhar an admirable letter, full of statistics and information covering the reasons why the improvements should be made at once. In this letter Mr. Almy says: "The through commerce from Lake Superior is conveniently measured by the shipments through the St. Mary's Falls canal, connecting Lakes Superior and Huron, and its volume is affected by the conveniences there afforded. This canal is about a mile in length, and the fall from lake to lake is 18 feet. The old locks, built in 1855, were two in number, each 70 feet wide and 350 feet long between gates, and could not, as a rule, accommodate vessels drawing more than 11½ feet. There passed through the canal in the first year a trifle over 100,000 tons of freight. In 1860, five years later, this had increased to 400,000. In 1865 it was about the same; in 1870, 700,000; in 1875, 1,260,000; and in 1880, 1,750,000 tons. The property was then transferred by the state of Michigan to the United States, and the present lock was first opened for use September 1, 1881. This is a magnificent structure, 80 feet wide, but narrowing to 60 feet at the gates, with a length of 515 feet, and with 17 feet of water over the miter sills at the ordinary stage.

"The number of vessels passing through the lock in 1886 was 7,424, an increase of 38 per cent over 1885. Four vessels of average size can be locked through together. The average time consumed in a lockage is one hour. So that, estimating its capacity under the most favorable conditions, with vessels of convenient size arriving up and down in groups of four, in such order that immediately following a lockage in one direction another group of four may be locked through on the return, and without interruption in the movement, night or day, 96 vessels might be locked in 24 hours, or 2,976 vessels in a month of 31 days. In July last 1,296 vessels passed through the lock. Should the number of vessels continue to increase in the same ratio as this last season, in three years the above abnormal capacity will have been exceeded.

"The blockade to commerce which would ensue should any accident happen to the present lock before the new one is completed, is something appalling to think of. The injury arising from the carrying away of the lower gates—the accident most to be feared—and the consequent pouring through the lock of the great volume of water under a head of 18 feet, might be so great, General Poe says, as to close the canal for the remainder of the season. It is of value to state briefly what this would mean. Taking the figures of last season, namely, four and one-half million tons, this amount would have to be transferred from vessel to vessel, above and below the lock. Leaving out of account the lost time to vessels through necessary delay in making connections, etc., the simple portage, out of one vessel across the lock and on to another vessel, would cost, at a very low estimate, 70 cents per ton. This on last season's shipments would mean $3,169,431, or over $400,000 per month. Practically, a portage on such a scale would be an impossibility, and the freight would have to seek other routes. The freight from the northwest could go by lake from Chicago. This, at the lowest possible figure, would add 2½ cents per 100 lbs. to the freight. For the shipments from and to local Lake Superior points—the copper, iron ore, lumber, coal, etc.—the increase in rate would be much larger. Estimating all the freight at 2½ cents increase in rate, this on the season's shipments would amount to $2,263,879 or over $300,000 per month."

Following is a comparative statement of the commerce through the St. Mary's canal for three years:

ITEMS	DESIGNATION.	CALENDAR YEARS. 1884.	1885.	1886.
Vessels	Number..	5,689	5,380	7,424
Lockages	Number..	3,074	2,863	3,593
Tonnage	Registered	2,997,837	3,035,937	4,219,397
Tonnage	Freight...	2,874,557	3,256,628	4,527,759
Passengers	Number..	54,214	36,147	27,088
Coal	Net tons..	706,379	894,991	1,009,999
Flour	Barrels...	1,248,143	1,440,093	1,759,365
Grain	Bushels...	12,502,894	15,697,194	19,706,858
Iron	Net tons..	72,428	60,842	115,208
Salt	Barrels....	144,804	136,355	158,677
Copper	Net tons..	36,062	31,927	38,627
Iron ore	Net tons..	1,136,071	1,235,122	2,087,899
Lumber	Ft. B. M..	122,389,000	127,984,000	138,688,000
Silver ore	Net tons.	9,731	3,669	2,009
Build'g stone	Net tons..	6,047	8,189	9,449
Unclassified	Net tons..	207,173	184,963	230,725

Secretary Almy says there can not be a question to-day as to the national character of this waterway. It lies, however, within the state of Michigan, but it may be of interest to say that the interest of Michigan in the commerce through the canal is but 18 per cent. Another very important improvement in connection with that of the enlargement of the St. Mary's canal is that of Hay Lake channel in the St. Mary's river. This channel would afford a much less circuitous route for the commerce between Lake Superior and Lake Huron than that now in use."

It is hoped that there will be a full attendance at the convention and that congress at its next session will make liberal appropriatisons to provide for the improvement.

THE collision case of the propeller Comet and steamer Manitoba, pending in the United States district court many years, has been finally settled by a decision of the United States supreme court, affirming the decision made by Judge Brown and ratified by Judge Baxter. The collision occurred about 8 o'clock in the evening on the 26th of August, 1875, about six miles south and east of Whitefish Point, in Lake Superior. The Comet was bound from Grand Island to Cleveland, and the Manitoba from Sarnia to Duluth. The master of the Comet claimed to have done all he could to avert a collision. He blew the whistle, altered his course, and finally stopped and reversed the engines, but to no purpose, for the Manitoba struck her on the port bow, cutting her nearly in two, sinking her in less than two minutes and destroying the lives of eleven men. The principal fault charged upon the Manitoba was that of starboarding her wheel instead of porting, as she was bound to do as the vessels were meeting end on, or nearly end on. The Manitoba, on the other hand, declared that at the last minute the Comet swung across her bows. Libels and cross libels were filed and the case tried in 1878, when Judge Brown found both vessels at fault, and decided that the loss should be equally apportioned between them. The loss on the Comet and her cargo, with interest, was fixed at $85,818.16, and the damage to the Manitoba, with interest, at $7,470. Under the decision the Comet was entitled to recover only $28,694.95, with interest at 6 per cent and costs. An appeal was taken to the United States supreme court, which now sustains Judges Baxter and Brown.

The iron steamer Sarah A. Jenks has made the run from the foot of Harrison street, North river, New York, to Sing Sing Flats, in 110 minutes, thus beating her previous best record over a quarter of an hour. The distance to Sing Sing is thirty-four miles. Captain Jas. Jenks says that the cause of this extra speed is due to a new Trout propeller wheel from the King Iron Works, Buffalo, N. Y.

The steam yacht Vision, owned by J. J. Alexander, of New York, has had her speed increased with one of Trout's celebrated speed wheels, three-fourths of a knot per hour.

LAKE CARRIERS' ASSOCIATION.

At the meeting of the Lake Carriers' Association at Chicago, in the arbitration room of the board of trade, Vice President Ira H. Owen presided. The members present were Wiley M. Eagan and Joseph Austrian, of Chicago; James Millen, of Detroit; E. T. Evans and Francis Almy of Buffalo. Letters of regret and telegrams were read by Secretary Almy from other members of the association.

Captain Owen on taking the chair, stated very powerfully the object and importance of the meeting, and said he thought the Association should not only oppose any further closing of the bridges, but should strive to shorten or do away with the hours at night during which the bridges are now kept continuously shut, and made an address, setting forth in well considered words the true condition and result of the measure of obstruction to Chicago's commerce proposed by Mayor Roche if the plan outlined was adhered to and passed by the council. Mr. Owen said: "We feel compelled to leave our business at this time to try to prevent the passage by the council of such an ordinance (one that will cripple one of Chicago's largest resources.) Failing in this, then to consult together and devise means to test the legality of the measure." He said "The vessel owner is really no more interested in this matter than the elevator, coal, lumber, or any other of the numerious industries located along the fifty miles of dockage on the Chicago river its branches and slips, yet we feel the effects of such a closing first and suffer first. * * * *

"Cheap transit has been the cry for the last fifteen years, and we lake men have been building larger and better crafts, adopting improved machinery with the view of carrying cheap enough to satisfy the demand. At the same time the authorities of the great and progressive city of Chicago have been year by year adding to the cost of our ingress and egress by detaining us at the numerous bridges until it has become almost unbearable. * * * *

"The people who howl most about the (opening of the) bridges are the street car companies, who have done more to make the streets impassable than all other causes combined. * * * *

"Those people who howl for closed bridges,—did they not know when they get a gift of valuable franchise from the city or built their houses in the western part of the city with their business on the south side—I say did they not know the river was here even before Chicago was here, and that crafts had a right to pass up and down, and the very fact that it was and is here made it possible for them to do a successful and lucrative business? Only for the commerce going in and out of this river there would be no need of bridges, as there would not be enough business to pay for one bridge.

After the reading of letters and telegrams from members of the asscciation by Secretary Almy, among which was one from Captain Thomas Wilson, saying: I can not imagine for a moment that your city authorities will try to kill what built your city and made it what it is." Mr. Evans, of Buffalo, submitted the following preamble and resolution:

WHEREAS, Since the decision of the supreme court of the United States, holding that the closing of the bridges over the Chicago river for one hour in the morning and evening was not an unreasonable interference with the rights of navigation upon this river, the city of Chicago has passed a further ordinance closing the principal bridges against vessels for a further hour both morning and evening; and

WHEREAS, Such additional two hours cause a great loss of time and therefore are a great damage to the commerce of the great lakes:

Resolved, That the board of managers of the Lake Carriers' Association consider that any further detention of vessels by the bridges would be unjust, unreasonable and disastrous to the interests of the city of Chicago, and the commerce of the great lakes; and that any farther encroachments upon the rights and privileges of commerce in this direction, we will oppose and contest with all lawful means in our power.

Messrs. Eagan, Austrian, Owen (vice president), and Millen were made a committee to present this resolution, on behalf of the Lake Carriers' Association, to a general meeting of interests affected by the proposed bridge ordinance, held the same afternoon.

It was the feeling of the meeting that organization and active effort from the lake marine would prevail to prevent any serious injury to vessel interests at Chicago.

MAYOR ROCHE'S LETTER.

CHICAGO, June 8.

Mr. S. D. Caldwell, President Lake Carriers' Association, Buffalo, N. Y.:

Dear Sir: Your letter of the 4th inst., in reference to the closing of the bridges over the Chicago river and branches, is received. You misunderstand the proposition. In my communication to the city council I alluded simply to the arrivals and departures of vessels. I am aware that it is impracticable to have the bridges closed from 6 a. m. to midnight and a careful reading of the communication will convince you that nothing was said about doing it. The communication does not state that there would be objection to the operation of the ten minute rule from 7 p. m. to midnight as to the passage of vessels from one dock to another or even the opening of bridges at stated times during the day for steamers carrying passengers. These are the subjects of discussion between the council committee and vessel men.

My idea is to regulate the coming in and the going out of vessels, and I believe this can be done so as to be satisfactory to all reasonable men, whether engaged in the shipping business or not. The representatives of the vessel owners who called on me the other day misapprehended my position if the statements attributed to them by the newspapers be correct. It is not my purpose to present a definite plan and make a schedule to govern the opening of the bridges during the day, but to call attention to the fact that keeping the bridges open from midnight until 6 a. m. would facilitate business. Open bridges and electric lights ought to be considered an advantage by all who have at heart the commercial welfare of Chicago. Placing some restrictions upon the arrivals and departures—confining the vessels to certain hours, will abate in great measure the nuisance caused by the swinging of the bridges every few minutes. When a vessel reaches her dock and unloads a part of her cargo she should go to as many other docks as may be necessary to discharge the remainder. So also in the case of a vessel loading. When loaded, however, she should remain at the dock until a specified time, and then, with others ready to go, have free run of the river and be able to reach the lake without blowing her whistle for a bridge to open. The hours mentioned in my communication to the council was merely a suggestion, my hope being that the vessel men would acknowledge the necessity of doing something for the benefit of the general public, and agree upon hours which would not seriously interfere with their business.

There are fully 700,000 people in Chicago who are not interested in shipping, and these people have some rights, Heretofore the vessel men appear to have run the bridges to suit themselves. If I am correctly informed the harbor master and bridge tenders have for some years past been to a great extent the servants of the vesselmen.

Judging from letters received there are men engaged in the shipping business who beneve something should be done and that there would be no difficulty in arriving at an agreement if it were not for a few owners of large vessels who can see no interest but their own.

The committee having the matter in charge will doubtless give both sides a patient hearing, and the council will act in an intelligent manner.

If this explanation does not enable you to fully understand what is contemplated I will be pleased to enlighten you further, and to furnish any other information at my command. Very truly yours,

JOHN S. ROCHE.

LAKE FREIGHTS.

Freights are firm and show an advancing tendency. Rates on ore have advanced all around, although the strike of the handlers on the N. Y., P. & O. is having the effect of delaying vessels somewhat. At Cleveland the docks are comparatively well filled and the strike in a great measure prevents shipments by rail. It is said that delegations of strikers have gone to Ashtabula and Fairport with the purpose of extending the strike to those ports. We quote:

ORE.	
Escanaba to Chicago	95c
Escanaba to Ohio ports	1.60
Marquette to Ohio ports	2.00
Ashland to Ohio ports	2 50
Two Harbors to Ohio ports	2 60
GRAIN.	
Wheat, Duluth to Buffalo	8c
Corn, Chicago to Buffalo	4½@4¾
Wheat, Chicago to Buffalo	4¾@5c
Wheat, Milwaukee to Buffalo	3½c
Wheat, Detroit to Buffalo	2¼c
COAL.	
Buffalo to Milwaukee	1.00
Buffalo to Chicago	1.00
Buffalo to Duluth	85c
Cleveland to Milwaukee	90c
Cleveland to Chicago	1.00
Cleveland to Duluth	85c
LUMBER.	
Bay City to Tonawanda	$2.00
Bay City to Ohio ports	1 75
Saginaw to Tonawanda	2.25
Saginaw to Ohio ports	2.00
Muskegon, to Chicago	1.50
Alpena to Tonawanda	1.75
Ontonagon to Cleveland	3 00

COMMERCIAL ASSOCIATION CONVENTION AT CINCINNATI.

The attendance Tuesday at the steamboatmen's convention was not much increased. The report of the committee on permanent organization was adopted. The name of the organization will be the "Commercial Association of the Navigable Waters of the United States." The purpose will be the mutual protection of steamboat owners and shippers. The officers will be a board of nine trustees, a president, secretary and treasurer; the board of trustees to have power to employ agents and do other acts to carry out the purposes of the association. Each steamboat in the association shall pay $10 per annum, and be liable to additional assessment if necessary to defray expenses. Trustees were elected as follows: W. J. Kountz, of Pittsburgh; Chas. Muhleman, of Wheeling; J. D. Parker, of Cincinnati; J. G. McCullough, of Louisville; Frank Hopkins, of Evansville; Joseph Reynolds, of St. Louis; Jos. H. Reese, of Memphis; E. C. Carroll, of Vicksburg; T. P. Leathers, of New Orleans. The trustees will elect a president, secretary and treasurer from their number. Immediate steps are to be taken to have auxiliary organizations formed in the various river cities and lake ports. All members of the organization are requested to urge upon their representatives in congress to sustain the interstate commerce law. A resolution was adopted requesting Senators Cullom and Reagan to use their influence in favor of the enforcement of the law to the letter. A committee was appointed to call upon Hon. John G. Carlisle and urge him to the same course of action.

VESSEL OWNERS AND LAKE SHIPPERS STILL PROTESTING.

A speech by W. P. Harmon, the adoption of a lengthy resolution, and the appointment of committees to wrestle with the city council on the bridge closing proposition constituted the proceedings of the vessel owners' and lake shippers' meeting. Among other things, Mr. Harmon objected to the amendment offered by Ald. Dixon, charging that it tended to increase the discrimination between equal amounts of travel at different hours. The longer the bridges were closed the greater the liability of blockades. He did not think the mayor's amendment available, either. What was needed was steam-power bridges with additional tunnels and street cars to run through the tunnels.

A. M. Wright, George Clark, Jesse Spaulding John McLaren, and George J. Brine submitted resolutions, which after showing by statistics the magnitude of the water commerce of Chicago, concluded as follows:

"*Resolved*, That this meeting, representing every industry, business and trade affected by, interested and connected with the commerce of the great lakes and of this city, and the promotion of the welfare, prosperity, and betterance of both, does not favor and will oppose any further restriction or burdening of commerce of the great lakes entering the Chicago river; believing that the interests of all will be best served by the removal of at least one of the evening hours, when people are returning home, or are crossing the bridges for recreation or pleasure, rather than by an addition to the present hours provided by law for the closing of the river.

"*Resolved*, That the true solution of the bridge question lies in the construction of substantial double track bridges, operated by steam, at all principal street crossings over the river from Twelfth street and Chicago avenue to the mouth of the river, and the passage of the principal street car lines under the main and south branches of the river, and if necessary, the expense of such bridge be borne by special assessment upon the entire city."

An Executive Committee, composed of Jesse Spaulding, Murry Nelson, Robert Law, A. M. Wright, A. C. Bartlett, and W. M. Egan, was instructed to confer with Mayor Roach and the council on the bridge closing question.

NOTICE TO MARINERS.

The Canadian government has issued the following notice to mariners:

A small harbor light established upon the outer end of the west breakwater pier at the entrance to Thornburg Harbor, in the Georgian Bay, in the east riding of Grey, Ontario, was put into operation May 18.

The iron beacon heretofore on Lone Rock, at the southern entrance to the Waubuno channel, Georgian Bay, has been carried away by ice. Until further notice the position of this danger will be indicated by a barrel buoy moored close to it.

A beacon has just been erected on Gull Rock, Waubuno channel, Georgian Bay. It is a wooden tripod, with the sides covered with horizontal slats, painted white, and surmounted by a white diamond with black center.

Round balls will be placed on the tops of some of the spar buoys. When such is seen it will indicate that it is a starboard buoy, which will be painted red, and should be left on the starboard or right hand in entering a channel or harbor.

Ranges have been established at Owen Sound, by which vessels can ascertain the errors of their compasses. On the northwest shore of the sound, and about half a mile beyond Findlay's mill, are erected four posts. That nearest the shore is surmounted by a plain white triangle. The remaining three back beacons have marked on them in black the letters S. W., W., and N. W. These brought in line with the aforesaid triangular top beacon will point out respectively the southwest, west, and northwest correct magnetic lines.

[*Around the Lakes Continued from 1st Page.*

arrival. If the same reporter would look around on a day when the wind was unfair for arrival of vessels he would find that the public were getting the best of the bargain.

The schooner Naiad, which was in collision with the schooner, Lincoln Dall, off Whitefish Point, about 1 p. m. of June 8th, is at Miller Brothers for repairs. She will receive a new bow and headgear. The Naiad was loaded at the time of the collision and the Lincoln Dall light. The latter put into Manitowoc and received new stem and headgear.

WILLIAMS.

BUFFALO.

The schooner Sunrise ashore off Evanston, is insured for $14,000 in the hull pool. Her cargo is said to be covered in the British American Company.

The new Union line propeller Owego will be launched in about two weeks.

Captain Duncan Stalker, of the schooner Porter, reports that while coming into the harbor Saturday morning one of the sailors named Rosenau Rosenfelder, engaged in lowering a boat got into the yawl to unhook the stern tackle when it partly capsized and Rosenfelder fell overboard and was drowned. The schooner was in tow of the tug Edward Fisk at the time about half a mile outside the breakwater. The body was not recovered. The deceased was about twenty-one years of age, single, and resided with his parents on Woodville street, Toledo. He had a brother drowned last summer.

M. L. Hanna of Cleveland has been named as the fifth arbitrator in the Lycoming-Jewett case. The others are Thomas Wilson of Cleveland and W. P. Henry of Buffalo for the Anchor line and S. D. Caldwell of Buffalo and R. P. Fitzgerald of Milwaukee for the Union line. These five will soon meet to consider the matter.

Captain George McLeod left for Detroit to examine the schooner Senator in behalf of the underwriters.

Heavy shortages in Toledo wheat cargoes are reported. The schooner of Detroit was 41 bushels short on less than a 16,000 bushel cargo, and others are uncomfortably short.

Captain James W. Moore, for some time master of the Union line propeller Rochester, died Saturday night of paralysis, aged 57. He had sailed the lakes forty years, and never sustained any serious accidents. He had been with the Union line steamboat compauy since it organized, and sailed several of its boats. Captain Moore, was born at Auburn in this state on May 30, 1830. He was a thorough sailor and respected by those who knew him. He leaves a widow, two sons and one daughter, Mrs. C. W. Dennis of Bradford. The funeral was from his late residence at 2:30 Tuesday afternoon.

Captain Stalker, of the schooner Porter, was seriously hurt Saturday night by being run over by a stage, rendering him insensible for some hours. He is laid up on board the schooner.

MILWAUKEE.

On September 19, 1884, the schooner Eliza Gerlach collided with the schooner T. H. Howland in the straits, damaging the Howland to the extent of $3,000. The Gerlach was libeled and the suit argued at Milwaukee on Tuesday. Judge Dyer decided that the Gerlach was at fault.

Captain Henry E. Brooks, of Green Bay, the oldest vessel master on the lakes, is dead. He was born in 1807, and has been on the water since he was ten years of age. In 1826 he sailed to Green Bay in a vessel engaged in the fur trade, and in the same year reached Chicago. He assisted in hauling the steamer Independence from Lake Huron to Lake Superior in 1843, and for years afterwards, moving to Green Bay, where he sailed the steamer M. C. Hawley up to 1882 when he retired.

Captain Place, of the May Richards, was fined for assaulting one of the crew. On returning to the vessel he found that the crew had deserted her and he shipped a union crew.

M. Engleman and others of Manistee have purchased a new steambarge, the Ida E., from Captain Neff for $18,000.

CLAYTON.

The barge Water Lily is sunk at the head of the Lachine rapids. The pilot mistaking the light took the wrong course. The result was that the steamer and her consort went on the rocks, the barge sinking instantly. The cargo of the barge was a total loss.

The dimensions of the new steel sloop building for General Paine at the yard of Messrs. Pusey, Jones & Co., Wilmington, Del., and intended to compete for the American cup against the Thistle, are as follows: Length on water line 85.9 feet, extreme beam 23.3 feet, draught 10 feet, area of midship section 96 square feet, extreme length of mast 86 feet, extreme length of gaff 50 feet, extreme length of topmast 48 feet, extreme length of bowsprit 53 feet. The beam of the new sloop is a trifle greater than that of the Mayflower at the midship water line. The beam at the plank sheer is three inches less than the Mayflower's. The bilge of the new sloop is fuller, and the free-board is straighter without the marked tumble home of the portion of the Mayflower's above the water line. The difference in the bows of the two yachts is striking. The new ship has a graceful clipper cutwater. The sail plan is nearly identical in appearance with that of the Mayflower. There will be more lead in the hollow keel, and a larger quantity will be cast in shaped pigs and fitted very low down near the plates. The approximate quantity of lead can not be decided until the boat is launched. The cutter Thistle has just had a spin in the Clyde, and is reported to have behaved admirably, and to have satisfied her owners.

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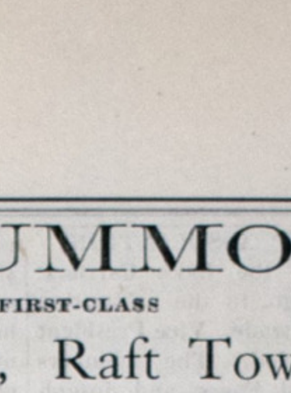
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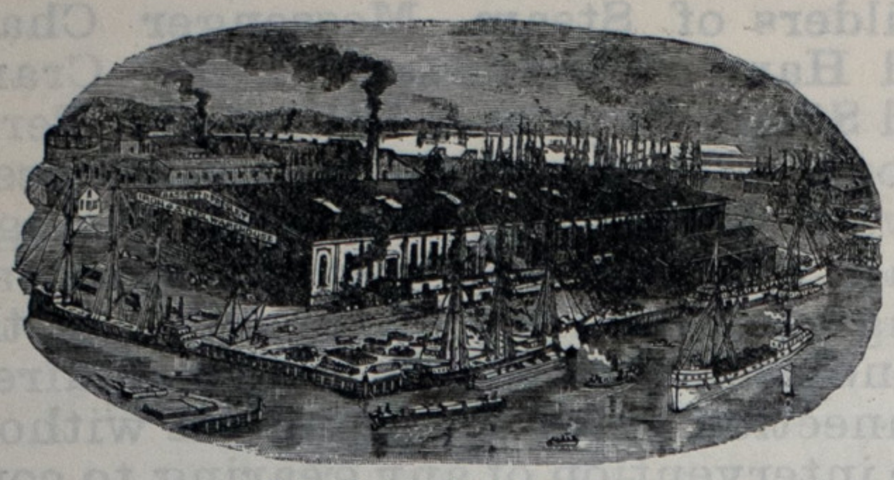

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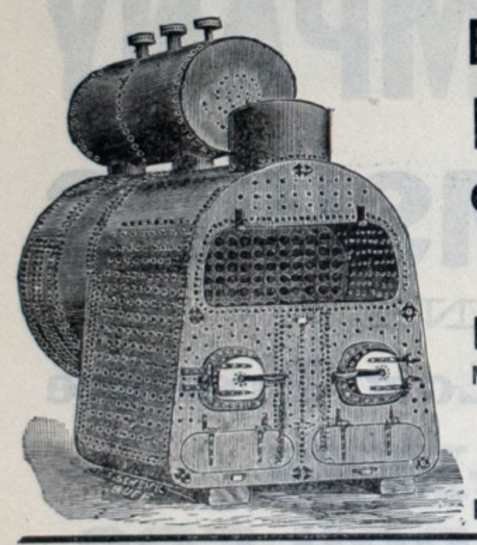

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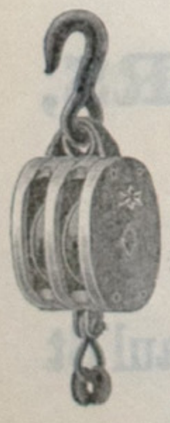

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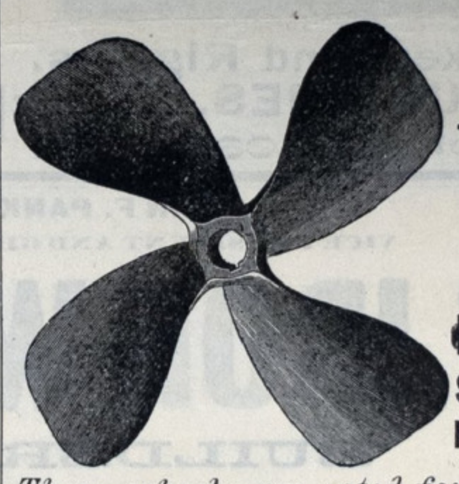

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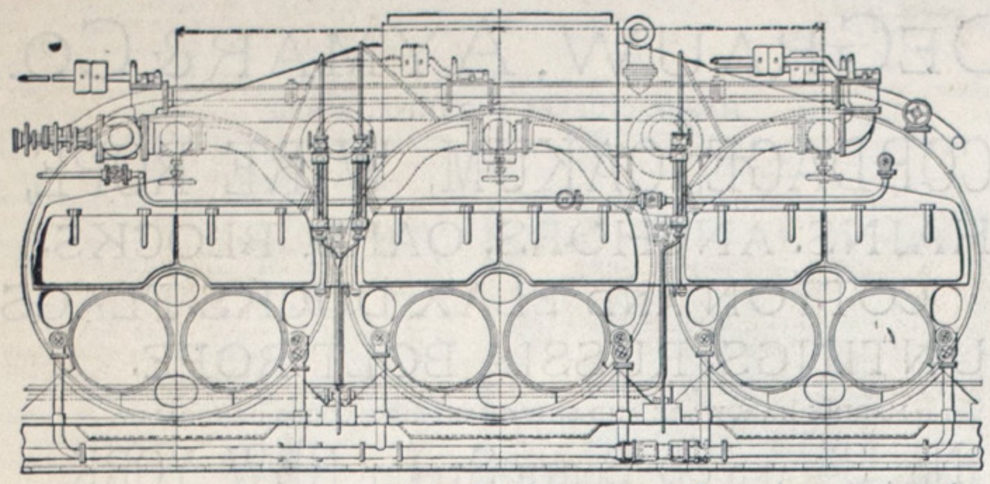

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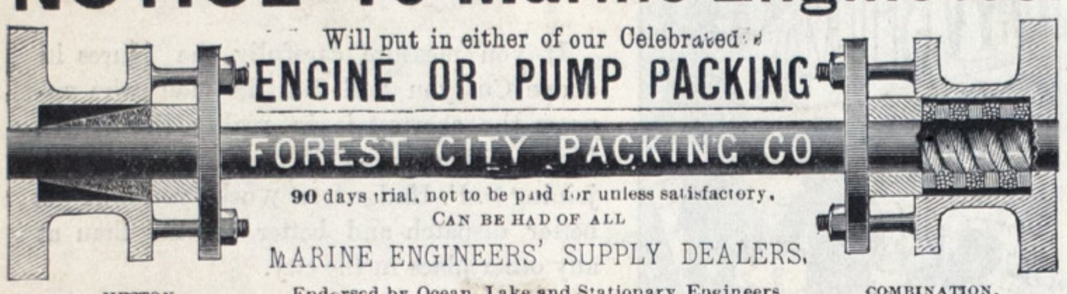
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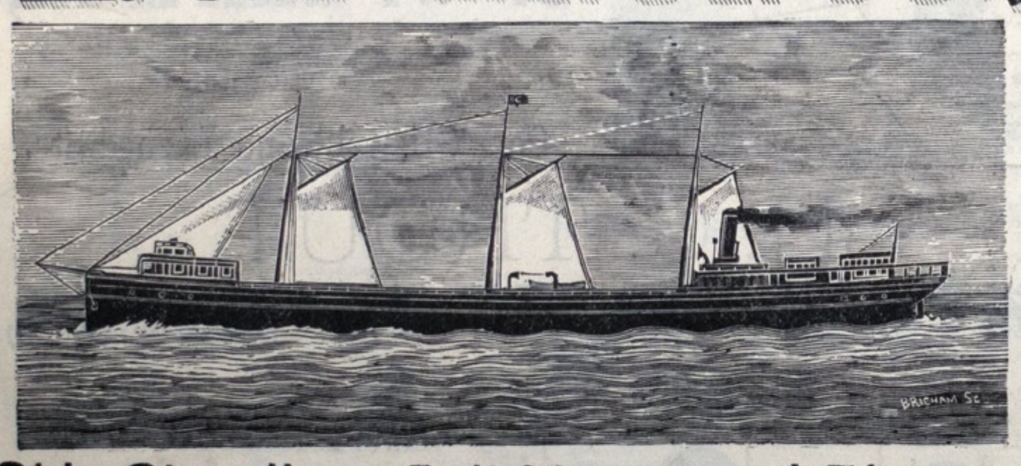

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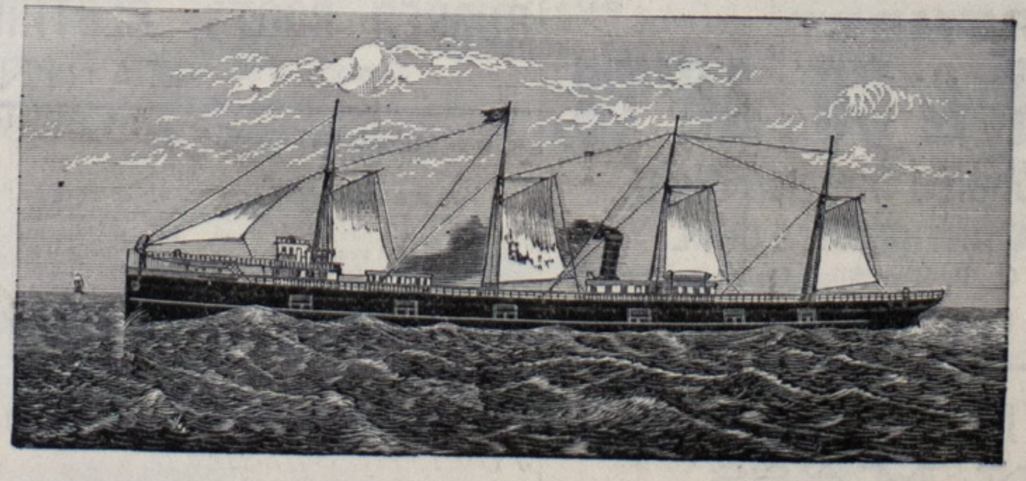

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